

REMARKS

Claims 1-7 remain pending in the application. Claims 1, 3, and 5-7 have been amended.

Reconsideration of the rejections and allowance of the pending application in view of the foregoing amendments and following remarks are respectfully requested.

In the Official Action, claims 1 and 2 are rejected under 35 U.S.C. 102(b) as being anticipated by Lee, U.S. Patent No. 5,505,479 ("Lee"), claims 1, 4 and 5 are rejected under 35 U.S.C. 102(b) as being anticipated by Dangauthier, U.S. Patent No. 3,292,945 ("Dangauthier"), claims 1, 4 and 5 are further rejected under 35 U.S.C. 102(b) as being anticipated by Duphily et al., U.S. Patent No. 4,470,611 ("Duphily"), claims 1, 4 and 5 are further rejected under 35 U.S.C. 102(b) as being anticipated by Karpik, U.S. Patent No. 6,357,543 ("Karpik"), claim 3 is rejected under 35 U.S.C. 103(a) as being unpatentable over Lee in view of Banse, U.S. Patent No. 5,108,126 ("Banse"), claims 6 and 7, are rejected under 35 U.S.C. 103(a) as being unpatentable over Dangauthier in view of Banse, claims 6 and 7 are further rejected under 35 U.S.C. 103(a) as being unpatentable over Duphily in view of Banse, and claims 6 and 7 are further rejected under 35 U.S.C. 103(a) as being unpatentable over Karpik in view of Banse. These rejections are respectfully traversed.

Independent claim 1 has been amended to more clearly define the structural features of the invention and to more clearly distinguish over the applied prior art references by further reciting knuckles, control arms and a buffer. No new matter is believed to be introduced by the present amendment. In this regard, the Examiner's attention is directed to, inter alia, Fig. 2 of Applicant's application.

It is a disclosed object of the present invention to provide an interconnected suspension for a vehicle, including a structure wherein a damping force is increased when the wheels on both sides bump, and the wheels are interconnected when the road surface is rough and uneven.

To achieve the above-noted object, the interconnected suspension for a vehicle having right and left control arms of the present invention, as recited in amended claim 1, includes, inter alia, a pair of knuckles, each knuckle comprising an upper portion and a lower portion, a plurality of control arms, each control arm comprising a pair of upper arms each pivotally connected to a respective one of the upper portions of the knuckles and a pair of lower arms each pivotally connected to a respective one of the lower portions of the knuckles, a buffer directly connected to one end portion of each of the lower arms, and a mounting bracket for the buffer, being disposed at tip end portions of the upper and lower arms.

Applicant respectfully submits that the references relied upon in the rejections under 35U.S.C. 102(b) and 103(a), considered singly or in any proper combination, do not disclose such a combination of features.

In comparison to the present invention, the elastic member 16 in Lee is connected to each vertical portion (14a) of the control arms 11a and 11b by the connecting arms 15a and 15b and the lower control arms 11a and 11b appear to move pivotally on the hinge portions 12a and 12b, the cranked lever 3 in Dangauthier is secured at the portions 42 and 42a and thus appears to pivotally move on the portions 42 and 42a, the spring-damping device 12 in Duphily is connected to the member 6 which does not teach the above-noted lower arms. Although the stabilizer member

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assembly 84a in Karpik is connected the lower control arm 32a, Karpik does not teach the combination of the knuckles, the control arms and the buffer as recited in claim 1. Therefore, none of the references relied for the rejections under 35 U.S.C. 102(b) discloses the above-noted features of the present invention.

In contrast, as indicated above, the interconnected suspension of the present invention includes a pair of knuckles (100), each knuckle including an upper portion and a lower portion , a plurality of control arms, each control arm including a pair of upper arms (200) pivotally connected to a respective one of the upper portions of the knuckles (100) and a pair of lower arms (300) pivotally connected to a respective one of the lower portions of the knuckles, and a buffer (500) directly connected to one end portion of each of the lower arms (300).

Thus, none of the applied references anticipates the present invention or render the presently claimed invention unpatentable.

The secondary Banse reference, applied in the rejections of claims 6 and 7 under 35 U.S.C.103(a), is directed to a parallelogrammic linkage between the vehicle infrastructure and the wheel mounting member, and does not disclose the above-noted features of the present invention, either. Therefore, Banse does not supply the deficiencies of the other applied references.

Thus, even assuming, arguendo, that the teachings of the references applied against the rejections under 35 U.S.C. 103(a) can be properly combined, the asserted combination of the teachings of these references would not result in the invention as recited in the claims.

Claims 3, 5 and 7 are also rejected under 35 U.S.C. 112, second paragraph as

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being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention.

Claim 3 has been amended to be dependent from claim 1, and claim 5 has been amended to change "both ends" in line 2 to --each end--, and to delete "means of" in line 3. Accordingly, claims 3, 5 and 7 are believed to comply with the provisions of 35 U.S.C. 112, second paragraph.

Any amendments to the claims which have been made in this amendment, and which have not been specifically noted to overcome a rejection based on prior art, should be considered to have been made for a purpose unrelated to patentability, and no estoppel should be deemed to be attached thereto.

Independent claim 1 is now in condition for allowance in view of the amendments and the above-noted remarks. Dependent claims 2-7 are also submitted to be in condition for allowance in view of their dependence from the allowable base claims and also at least based upon their recitations of additional features of the present invention.

It is respectfully requested, therefore, that the rejections under 35 U.S.C. 102(b), 35 U.S.C. 103(a) and on the second paragraph of 35 U.S.C. 112 be withdrawn and that an early indication of the allowance thereof be given.

Based on the above, it is respectfully submitted that this application is now in condition for allowance, and a Notice of Allowance is respectfully requested.

Should the Examiner have any questions or comments regarding this response, or the present application, the Examiner is invited to contact the undersigned at the below-listed telephone number.

Respectfully submitted,
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